

This preliminary amendment accompanies a Petition for Revival of an Application for Patent Abandoned Unintentionally Under 37 CFR 1.137(b). A Notice of Abandonment dated August 21, 2001 indicates that Applicant failed to reply to a Notice of Missing Parts mailed 11/06/2000. The Missing Parts submission is made in a document that is separate from this preliminary amendment. This preliminary amendment addresses an issue raised in the Notice of Missing Parts, namely, that the filed application mentions Figures including 7a, 7b and 7c in the Brief Description of the Drawings section, but no such figures were filed with the application.

The drawings filed with the application were the correct drawings, and these drawings are in conformity with the Detailed Description. The Brief Description of the Drawings section of the application requires amendment to correct clerical error. The content of Figures 7a, 7b, and 7c, as indicated in the Brief Description, is actually represented by Fig. 6 in the application as filed. Therefore, the applicant requests entry of substitute page 3, which deletes unintentional reference to Figures 7a, 7b and 7c and reconciles that portion of the application for consistency with the Detailed Description.

Amended page 3 does not contain new matter. The amendment referencing Fig. 1 follows language on page 3 at lines 21-22 and page 4 at lines 5-6 of the application as filed. The amendment referencing Fig. 2 follows language on page at lines 11-14 of the application as filed. The amendment referencing Fig. 3 follows language on page 4 at lines 24-32 of the application as filed. The amendment referencing Fig. 4 follows language on page 5 at lines 1-11. The amendment referencing Fig. 5 follows language on page 6 at lines 12-19 of the application as

*Patent*

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Applicant's attorney believes that no additional fees are due, but the Commissioner is authorized to charge any additionally required fees to deposit account 12-0600. Applicant's attorney urges the Examiner to telephone if a conversation could expedite prosecution.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Dan Cleveland', written over a horizontal line.

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## **BRIEF DESCRIPTION OF THE DRAWINGS**

Figure 1 depicts a motorcycle having a trailer hitch assembly attached thereto;

Figure 2 is a perspective view of the trailer hitch assembly;

Figure 3 is a top view of the trailer hitch assembly installed on a motorcycle with elements of the motorcycle cut away to illustrate the assembled configuration;

Figure 4 depicts the trailer hitch assembly bolted to the motorcycle frame;

Figure 5 is a perspective view depicting a second trailer hitch assembly including a removable hitch base;

Figure 6 is a perspective view of a gooseneck extension which allows a version of the hitch assembly for a bobtail style fender to be connected to a trailer;

Figure 7 depicts yet another trailer hitch assembly having extended side ribs for use on a motorcycle having low retro-style fenders; and

Figure 8 is a perspective view of the trailer hitch assembly shown in Fig. 7.

## **DETAILED DESCRIPTION OF THE INVENTION**

The rear fender 26 of a motorcycle, as shown for example in Figure 1, is generally mounted to both the two fender struts 30 and frame horn 28. The frame horn 28 is that part of the motorcycle frame which extends behind the seat and up and over the rear wheel. As the frame horn rises, it splits like a yoke with two members spaced apart across the width of the wheel. The fender 26 is normally mounted on the interior of the frame horn 28, between these yoke members of the frame horn 28, and the fender struts 30 are mounted on the exterior of the frame horn 28, one on each side of the motorcycle. The fender struts 30 can be chrome-plated pieces which cover the structural steel of the frame horn 28. The fender 26 and the fender struts 30 are bolted to the frame horn 28 by bolts running through all three, sandwiching them together.

The frame horn 28 does not extend all the way to the end of the fender 26 or

## **BRIEF DESCRIPTION OF THE DRAWINGS**

Figure 1 depicts a motorcycle having a trailer hitch assembly attached thereto; [is a perspective view of one version of a motorcycle hitch assembly for a bobtail style fender with top notches to accommodate turn signals.]

Figure 2 is a perspective view of the trailer hitch assembly; [cut-away view of a rear of a motorcycle with a version of the hitch assembly for a bobtail style fender installed inside of the fender.]

Figure 3 is a top view of the trailer hitch assembly installed on a motorcycle with elements of the motorcycle cut away to illustrate the assembled configuration; [is a perspective view of the rear of a motorcycle with a version of the hitch assembly for a bobtail style fender installed inside of the fender.]

Figure 4 depicts the trailer hitch assembly bolted to the motorcycle frame; [is a perspective view of a second version of a motorcycle hitch assembly with a removable ball hitch.]

Figure 5 is a perspective view depicting a second trailer hitch assembly including a removable hitch base; [cut-away view of a second version of a motorcycle hitch assembly with a removable ball hitch installed inside of the fender.]

Figure 6 is a perspective view of a [second version of a motorcycle hitch assembly with a removable hitch installed inside of the fender.

Figure 7a is a top view of a ]gooseneck extension which allows a version of the hitch assembly for a bobtail style fender to be connected to a trailer; [.

Figure 7b is a side view of a gooseneck extension which allows a version of the hitch assembly for a bobtail style fender to be connected to a trailer.

Figure 7c is a rear view of a gooseneck extension which allows a version of the hitch assembly for a bobtail style fender to be connected to a trailer.]

Figure 7 depicts yet another trailer hitch assembly having extended side ribs for use on a motorcycle having low retro-style fenders; and

Figure 8 is a perspective view of the trailer hitch assembly shown in Fig. 7.

## **DETAILED DESCRIPTION OF THE INVENTION**

The rear fender 26 of a motorcycle, as shown for example in Figure 1, is generally mounted to both the two fender struts 30 and frame horn 28. The frame horn 28 is that part of the motorcycle frame which extends behind the seat and up and over the rear wheel. As the frame horn rises, it splits like a yoke with two members spaced apart across the width of the wheel. The fender 26 is normally mounted on the interior of the frame horn 28, between these yoke members of the frame horn 28, and the fender struts 30 are mounted on the exterior of the frame horn 28, one on each side of the motorcycle. The fender struts 30 can be chrome-plated pieces which cover the structural steel of the frame horn 28. The fender 26 and the fender struts 30 are bolted to the frame horn 28 by bolts running through all three, sandwiching them together.

The frame horn 28 does not extend all the way to the end of the fender 26 or